

BEAVERCREEK PLANNING COMMISSION
REGULAR MEETING, March 6, 2019

PRESENT: Ms. Akers, Mr. Hight, Mr. Loftis, Mr. Self, Mr. Shrider

ABSENT: None

Chairman Self called the meeting to order followed by roll call.

Mr. Loftis MOVED approval of the agenda. Motion was seconded by Mr. Hight and PASSED by majority voice vote.

REORGANIZATION

Chairman

Ms. Akers nominated Mr. Self as chairman. Motion was seconded by Mr. Loftis. Mr. Self was appointed chairman by unanimous voice vote.

Vice Chairman

Mr. Shrider nominated Mr. Loftis as vice chairman. Motion was seconded by Mr. Hight. Mr. Loftis was appointed vice chairman by unanimous voice vote.

Ms. Akers MOVED approval of the February 6, 2019 minutes. Motion was seconded by Mr. Shrider and PASSED by majority voice vote. (Self abstained)

PUBLIC HEARINGS

PC 19-1 CU, Zip's Car Wash

Clerk Gillaugh read the notice of public hearing on an application filed by Zip's Real Estate II, LLC, 127 West Berry Street, Ste. 300, Fort Wayne, IN 46802. The application requests conditional use to allow for a car wash on 1.3 acres of land. The property is located at 1243 North Fairfield Road. The property is further described as Book 5, Page 5, Parcel 99 on the Greene County Property Tax Atlas.

Jonathan Wocher, Planner with McBride Dale Clarion, representing Zip's Car Wash, stated they have an option to purchase 1.3 acres at 1243 N. Fairfield Road. He said the property is currently zoned B-2, Community Business District and vehicle wash facilities are specified as a conditional use. He discussed what currently existed on the property and explained their proposal is to remove the two structures and build a 3,874 square foot car wash facility. Mr. Wocher said the proposal meets or exceeds all the setback requirements. He explained this project requires a cross access to the Frisch's Restaurant to the south, which would provide access to the traffic signal. Mr. Wocher stated this project would also include an easement to the north for a future connection to adjacent property. He felt they did comply with the standards for conditional uses as outlined in Chapter 158.171, specifically since vehicle washes are listed as a conditional use in the B-2 District.

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Mr. Wocher believed the impact on the surrounding neighborhoods would be negligible, and the site is on a five lane road with commercial uses to the north, east and south. He explained the proposed building will be located more than 180 feet from the western property line, and they are proposing to add 31 new trees in the 50-foot setback and a six-foot vinyl fence to increase the buffer from the rear property line. Mr. Wocher said the proposed hours of operation will be consistent with the recommendation of the staff, and this property will allow another link of a parallel access road through the access easements. He stated this type of use will have significantly less impact on traffic than other uses that could be permitted in the B-2 District and they have included an anticipated trip generation calculation in the packet. Mr. Wocher said they do not have any objections to the conditions that staff had presented in the staff report. He said they plan to continue to work with Frisch's on the access issues that they have, and they are confident they will be able to work those out in a satisfactory condition.

Mr. McGrath summarized the staff report dated March 1, 2019, which stated the applicant is requesting a conditional use to allow a car wash to be located at 1243 N. Fairfield Road. He discussed the conditional use process and requirements outlined in the Zoning Code. Mr. McGrath said it is the applicant's responsibility to prove to the Commission that these issues are not going to adversely affect the surrounding properties. He explained the property is zoned B-2, and a car wash is listed as a conditional use. Mr. McGrath stated the property is zoned Community Business District, and said this type of zoning tends to be along the thoroughfares that do sometimes abut residential properties.

Mr. McGrath said with a conditional use, the Commission needs to take into consideration the adverse effects the proposed use may have on the adjoining properties and if it is a compatible use. Mr. McGrath explained this property does have a residential neighborhood to the west. He stated one of the main concerns with a car wash in general without considering specific traffic circulation is noise generated by the vacuums and the dryers, so staff did feel it was necessary to put a condition on the hours of operation. Mr. McGrath showed an aerial photo and said the existing vegetation would provide a sound buffer, but that would all be cleared in order to develop the site. He said the applicant is working with Frisch's in regards to the cross-access easement, and regardless of what type of business is constructed on the site it is the City's goal that there be a connection so there is access to the light. Mr. McGrath discussed a concern regarding stacking and the potential of traffic flow issues at the light and onto North Fairfield Road.

Mr. Self and Mr. McGrath discussed the process with a conditional use case and what the Commission needs to consider based off the requirements in the Zoning Code.

In public input, Josiah Dean, 281 Yorkshire Lane, owner of Beaver Creek Auto Bath at 1465 N. Fairfield Road, stated he was concerned because it was going to affect his family in a negative way. He felt that only so many car washes could be built along a certain area of road. Mr. Dean believed it would affect the traffic in the area and it does

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stack up now. He questioned how this business would affect the water pressure and the water volume for neighboring businesses. Mr. Dean felt that driving through Frisch's to get into and out of the car wash is going to create a blockage for Frisch's. He thought that was a detrimental effect to the surrounding businesses, and believed it was too much traffic in the area.

Tom Knickerbocker, Knickerbocker Pools, 1676 Trebein Road, stated he was raised in Beavercreek and has been doing business in Beavercreek for many decades. He said he is very pro-business, but he was more interested in the future vision of Beavercreek. Mr. Knickerbocker believed some thought needed to be put in on how to use the limited areas the City has for the betterment of the community. He thought it seemed like there were a lot of car washes and thought a more diverse business could move in.

Jim Ashbrook, 1270 Enochs Drive, stated his property backs up to the proposed site so he would be directly impacted. He said the noise alone is going to be a huge impact, and questioned if the outside vacuums would be shut off when the business closes. Mr. Ashbrook said three car washes in a one-mile stretch is excessive. He was concerned about the screening, and felt it was going to be very difficult to do. Mr. Ashbrook said the screening that was done for the Frisch's site was that 5-foot Blue Spruce trees were planted, and now the trees are 6 feet tall. He said anyone who goes through the Frisch's drive-thru can look straight into his back yard right now. Mr. Ashbrook did not feel like the site was ever going to work and asked them to consider the residential abutting properties. He opposed the case.

Joel Price, 4220 Pennywood Drive, owner of Joel Pro Tree Service, believed the question that needed to be asked was what they wanted to see the City turning into because when they allow outside business to come in and undercut the local business they are not increasing the revenue. He said it is just be transferred where it is going, and it is leaving the community. Mr. Price questioned if they wanted the businesses to be owned by the citizens of Beavercreek or by a company, which has no interest in the community. He said with the company he runs, he cuts down lots of trees and plants very few. Mr. Price explained that was an issue, and if these types of business continue to come into the community it will lose what everyone has grown to love.

Brian Lucas, 3636 Meadow Court, stated he lives in Beavercreek and owns the business This Old Couch. He said the reason he was here was because a Beavercreek resident and Beavercreek business was going to be affected if this is developed.

Bruce Hull, owner of Bruce Hull Insurance Agency, 1209 N. Fairfield Road, discussed all the changes that have taken place in the area since he purchased his building 11 years ago. He stated how many car washes are located in Beavercreek, and said eventually one or two will lose their business. Mr. Hull did not feel the proposed business would be a good fit with the surrounding neighbors, and his main concern was safety. He felt this area of N. Fairfield Road is the most dangerous section, and explained how he enters and exits his site because of the traffic.

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John Roush, Flying Ace Express Car Wash, said they are proud to be in Beavercreek. He explained when they began looking for a second location in Beavercreek they started at the old Friendly's and then moved to property under discussion tonight. Mr. Roush stated they ended up backing off this site because they knew they would be a nuisance, and decided to take a risk and move to their third or fourth site south of 35 on Seajay Drive. He stated they did not think this was a great site, and hoped the Commission would take that into consideration.

Dave Barney, Barney's True Value, 2912 Stauffer Drive, thought from a traffic standpoint that this development makes no sense. He explained the traffic from Krogers dumps into the light and Frisch's, so if there would be cars trying to enter and exit the car wash at the same intersection it would only make it worse. Mr. Barney was opposed to the proposal and felt it was a terrible idea.

Jessica Dean, 281 Yorkshire Lane, owner of Beavercreek Auto Bath, read an opposing letter from another person within the community that also had a business here. She said she also opposed it, and though the traffic would be crazy since it is a dangerous section of roadway.

In written input, we received a letter from John Roush with Express Wash Concepts opposing the request.

Another letter was received from Josiah & Jessica Dean with Beavercreek Auto Bath requesting denial of the case.

A letter was submitted from Bill Keller with Central Carpet & Interiors opposing the request.

Cherry House Café opposed the request.

Steve Shufflebarger, 3223 Beaver Vu Drive, objected to the case.

There being no further public input, the public hearing was closed.

Mr. Loftis explained his two main concerns were access and noise. He asked where the applicant was in regards to the easement with Frisch's. Mark Battista, Zip's Car Wash, explained he has had conference calls with the CFO of Frisch's and he was in favor of working with them on the easement. He said Frisch's leases the property from a group out of Florida and he has also had conversations with them, and currently they are going back and forth with the attorneys to get the language correct. Mr. Loftis asked if there had been any sound studies performed on the site or if they were using boilerplate numbers generated by a manufacturer. Mr. Battista said a sound study had not been done on the site and the first sound producer would be 145 feet from the rear property line, which is the vacuum producer. He explained they have put a wall around them in

the past if sound becomes an issue. Mr. Loftis questioned if the vacuums would be shut off when the business closes. Mr. Battista said yes. Mr. Loftis did not see how the stacking was going to work on the easement. Mr. Battista explained many customers use the vacuums after their car has been washed, and if the stacking becomes an issue the conveyor will be stopped. He discussed the cycle time on the light, and how traffic could exit.

Ms. Akers referred to the vacuum producers, and said those will be 145 feet from the rear property line. Mr. Battista said yes, and showed where they would be located on an aerial view. Ms. Akers asked about the noise that would actually come from the vacuums themselves, and what sound level it would generate if multiple ones were running at a time. Mr. Battista said they will shut off when they are not in use, but he did not know the level of sound that would be produced if numerous ones were running at the same time. Ms. Akers questioned what amount of sound would get carried back to the abutting residential neighborhood where the cars were lined up waiting to go through the conveyor. Mr. Battista stated he did not know. Mr. Woche said they do meet the buffer requirements that the City established. Ms. Akers explained her concern was just because they met the buffer requirements still did not guarantee it would not have a detrimental impact to the surrounding neighbors. Ms. Akers asked if the relocation of the utilities impact the restaurant. Mr. Battista explained the restaurant would have their water turned off one night to do the water tap, and he had spoken to them about it.

Ms. Akers asked if they were planning on installing a stop sign or some other type of device that would prohibit cars trying to exit the site to not impede the cars coming into the site. Mr. Battista said a stop sign would be installed. Ms. Akers asked if there was any way that easement could be moved so it would be farther away from the intersection. Mr. Battista stated he could not answer that question. Ms. Akers questioned what the average number of cars they have going through their car wash. Mr. Battista explained it would be about a car a minute during peak times. Ms. Akers asked if the surrounding neighbors' water pressure would be impacted. Mr. Battista explained they fill up tanks and pull from those and not from the main water line. Ms. Akers questioned how does the fencing or trees absorb the decibel level. Mr. Battista explained it absorbs the decibel level, but could not say how much.

Ms. Akers asked how many notices were sent out. Ms. Akers asked where the 50 decibels came from that was in the conditional use packet. Mr. McGrath explained he reviewed several cases and then with the trees and fence they said it should be no more than 50 decibels and wanted to require a noise study. Clerk Gillaugh said 26 letters were mailed out. Ms. Akers asked if Mr. Moorman had done any type of assessments on the traffic in that area and if this development could create more of an issue. Mr. Moorman said this proposed development would generate more traffic than the current use. He discussed the safety studies that have been conducted in the area, and explained they evaluate crash reports to see if safety can be increased. Ms. Akers questioned if the traffic flow became excessive if they would consider changing the

traffic flow of the light. Mr. Moorman explained the issue with that is the very large number of vehicles on N. Fairfield Road, so a little bit less green time on N. Fairfield Road could cause some major issues as far as traffic backups. He said they would look into it, but he would be hesitant to stop more cars on N. Fairfield Road than he absolutely had to.

Mr. Hight said his biggest struggle is the logistics of the traffic. He stated the applicant can control the shoot and about 70% of customers will vacuum after they have washed their car, but there is still the same amount of people trying to get out of the site. Mr. Hight said they are backing up from Frisch's parking lot and from the site, and didn't know how they were going to get the through-put of traffic through that easement. He thought Frisch's would be hesitant because they are blocking their entrance/exit if they did have back-ups. Mr. Hight asked if their business hours would be the same on Saturday. Mr. Battista said yes. Mr. Wocher said since this is a conditional use something to look at was if this use was going to generate more traffic than a B-2 use. He stated it is the City's plan to use the easement as access and to close the two existing access points on N. Fairfield Road. Mr. Wocher felt this was relatively a low traffic generator compared to other trip generations that they could get in a B-2 District. He explained they have significant stacking room coming onto the site and they will be able to control exiting the site with the tunnel release of vehicles. Mr. Wocher stated the busiest day for them would be on Saturdays when N. Fairfield Road will not be as busy either.

Mr. Shrider asked the applicant where he got the information that their business would generate significantly less traffic than other permitted uses if they were washing 60 cars an hour. Mr. Wocher believed they could look at the peak hour of financial institutions, a convenience store, or a grocery store, and would determine those uses do generate higher traffic counts. Mr. Shrider questioned where he was getting that information. Mr. Wocher stated it was professional knowledge from their experience from other B-2 uses. Mr. Shrider asked what the timing was for how long the light was green on North Fairfield Road. Mr. McGrath explained the concern with cars coming out of Frisch's and vehicles exiting Beaver Vu Drive. He discussed the traffic other businesses generate and stated he was only basing it on the things he had seen in town. Mr. Moorman explained there is an actual system along the corridor, and the traffic patterns change over the course of the day so the timing mimics what the traffic is doing on studies that have been done to set the thresholds. He said during peak times the max is 120 seconds, and in the middle of the night, it is approximately 60 to 70 seconds. Mr. Shrider and Mr. Moorman discussed how the data is collect and the system is programmed over the day so it knows when to change to a different timing plan.

Mr. Self said this would be the only car wash in the area that abuts residential. He stated his concern with the traffic is the throughput because it is constant, and most other uses are not going to have a steady stream of vehicles leaving the site.

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Mr. Loftis referred to the photometric plan, and asked what the expected output is at the edge of the property. Mr. McGrath said the requirement is 0.0 at the property line.

Ms. Akers questioned if the detention pond was going to be graded at a lower level than the car wash. Mr. McGrath said yes.

Mr. Self asked how the upper edge of detention pond related to the adjacent property to the west. Mr. McGrath said it has to be lower. Mr. Self questioned if the pond drained to the south. Mr. Moorman explained a pipe was constructed up to the property line when Frisch's was constructed, and they would be taking their outflow from the pond to that pipe.

Ms. Akers MOVED to deny PC 19-1 CU. Motion was seconded by Mr. Hight. Motion PASSED by a roll call vote of 5-0.

PC 19-2 ASRA, Zip's Car Wash

Clerk Gillaugh read the notice of public hearing on an application filed by Zip's Real Estate II, LLC, 127 West Berry Street, Ste. 300, Fort Wayne, IN 46802. The application requests Administrative Site Plan Review and Approval (ASRA) to allow for the construction of a 3,874 square foot car wash on 1.3 acres of land. The property is located at 1243 North Fairfield Road. The property is further described as Book 5, Page 5, Parcel 99 on the Greene County Property Tax Atlas.

Ms. Akers MOVED to table PC 19-2 ASRA indefinitely. Motion was seconded by Mr. Loftis. Motion PASSED by a roll call vote of 5-0.

PUD 06-5 SSP #3, Beaver Creek Business Park

Clerk Gillaugh read the notice of public hearing on an application filed by EDB International Inc., 6375 Shier Ring Road, Ste. F, Dublin, OH 43016. The application requests approval of a specific site plan for 11.82 acres of land to allow for the construction of Phase I, which will consist of approximately 50,000 square feet of self-storage warehouses, and Phase II, which will consist of 2 office/warehouse buildings totaling 24,000 square feet located on the west side of Factory Road and approximately 3,000 feet south of U.S. 35. The property is further described as Book 6, Page 18, Parcel 55 on the Greene County Property Tax Atlas.

Rob Arnold stated across from this property is the Greene County Sewer Plant so it puts some restraints as to what could be built there. He explained they wanted a type of user that would be compatible with the area, but not so active in the area. Mr. Arnold stated the store and lock facilities would abut to the southern property line. He explained the other use is office/warehouse. Mr. Arnold stated they are wanting to build a good product that has curb appeal. He said Factory Road, which is a township road, does have some flooding issues and they will have access through to Upper Bellbrook Road.

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Mr. Burkett summarized the staff report dated March 1, 2019, which stated the applicant is requesting approval to construct 50,000 square feet of self-storage facilities spread out in eight buildings, a small 800 square foot office for the self-storage units, and two, 12,000 square foot office/warehouse buildings on 11.8 acres. He discussed the location of the property, what currently existing on the site, the floodplain requirements, the access points, the site plan, the parking requirements, the landscaping requirements, the Shakertown Road project beginning this summer, the color elevations renderings and materials, the landscaping plan, the lighting plan, and the proposed signage. Staff recommended approval of the case with 34 conditions.

In public input, Tammy Miller, 2629 Thomas Jefferson Drive, stated she was a little concerned since this will abut their residential area. She asked if there was going to be a buffer zone between the residential yards and facility.

Jon Steeves, 394 N. Alpha Bellbrook Road, explained Factory Road floods and it closes so all the traffic goes up Alpha Bellbrook Road. He said they have addressed the problems with Factory Road, but asked what they are going to do about it. Mr. Steeves questioned what the hours of operation were going to be at this facility or if anyone could get in at any time. He said this facility looks very nice, but they can become problems, so he wanted to know what kind of security they were going to have from a neighborhood standpoint.

Mike Stevenson, 2690 Tara Trail East, stated he was opposed to it for a number of reasons. He questioned why it had to be there, and why it could not be located elsewhere. Mr. Stevenson explained him and his neighbors are concerned with noise, lighting, and possible crime. He stated he would like to know the operations plan and the security plan with this proposed development. Mr. Stevenson questioned if the developer was from Dublin, OH, and said he did not catch the gentleman's name who gave the applicant presentation. He said he did not understand how anyone else would benefit from this development other than the developer.

Dr. Ronald Stites, 2588 Thomas Jefferson Drive, stated flooding is an issue in the area, and he had a concern with the water runoff. He questioned how the Factory Road access would be impacted with the roadway project, and said the lot was cleared approximately three weeks ago and was concerned with the increase of wildlife in his neighborhood.

Craig Hoerig, 166 Jamestown Court, asked if the two proposed retaining ponds will alleviate any of the flooding on Factory Road or if those were just for the surface area runoff for this plan. He asked if the lighting on the fence was going to be directional so it doesn't cause light pollution to the residents to the south.

Gary Petrick, 2608 Paydon Randoff Road, said he is one of the neighbors that this is directly in his backyard. He was concerned about lighting, noise, the hours of operation, and the potential for crime. Mr. Petrick was worried they would pave up to the property

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line and then lease space for RVs and other items that would not fit inside of the facility. He discussed a Farmland Heritage Program, and questioned if the applicant could be a good steward and donate this land to be part of that heritage as undeveloped land. He questioned if the pond was Federally protected as well.

Mike Dahlstrom, 2628 Patin Randolph Road, said living near a sewage treatment plant has its challenges as it is and adding additional business and commercial activity in that area is only going to make the value of their property go down. He explained they live in a nice isolated neighborhood, and would hate to see that damaged. Mr. Dahlstrom said he had a concern with traffic and the Beavercreek Soccer Complex. He discussed another storage facility that is less than a mile from this location, and as far as the office space goes, they have Russ Research Center, which from his observation is becoming less and less populated. Mr. Dahlstrom was concerned about the flooding.

Jen Dahlstrom, 2628 Patin Randolph Road, stated there are many kids in neighborhood and she was concerned with security. She questioned if they would be controlling what was being stored in the self-storage facility. Mrs. Dahlstrom asked if the other building was going to be storage only or if it would be office space.

In written input, we received a letter from Susan Marticello, 270 Rebel Court, opposing the proposed development.

There being no further public input, the public hearing was closed.

Mr. Shrider asked about the hours of operation. Mr. Arnold said people would be able to access the units through a gated lock from 9 AM to 9 PM. He explained EDB International is actually the engineer, and sometimes the engineer will sign the application representing the applicant. Mr. Shrider said the vision for the multi-use building would be like a HVAC company that would have office space in the front and then warehouse/storage space. Mr. Arnold said yes that is what they imagine. Mr. Shrider asked if there is a list of the materials that are allowed to be stored in the storage units. Mr. Arnold said yes, and they will be there to monitor activity. Mr. Shrider asked if someone would be on site between those hours. Mr. Arnold stated yes.

Mr. Shrider asked if there was a 100-foot buffer from the building. Mr. Burkett said it is a 100-foot building and parking setback from the southern and western property lines. Mr. Shrider asked if this site was rezoned from A-1 to a PUD and many uses were allowed. Mr. Burkett said in the ordinance there is a list of allowed uses, and this is a permitted use. He read several the conditions in the resolution in reference to vehicles being parked outside and a security plan being required. Mr. Shrider asked about the lighting. Mr. Burkett explained they will be required to install full cut off fixtures. Mr. Shrider questioned what the requirements were for stormwater runoff. Mr. Burkett stated they are going to have to account for all stormwater runoff. Mr. Shrider said if someone's backyard floods now, he said our Code does not allow the project to make the condition any worse. Mr. Burkett said that was correct.

Mr. Loftis asked if staff received any concern from the Township in opposition of the proposal. Mr. Burkett said he did receive some information this afternoon, but he did not get a chance to look far into it. Mr. Loftis questioned if there was any concern with the private drive cut through. Mr. Burkett said it will be just like any shopping center private drive. Mr. Loftis asked if there was any concern that they are getting ready to reconstruct the road and the cut through is going to be between roads that are affected. Mr. Moorman said the reason for the second entrance into the site is because of the flooding on Factory Road. He explained what the road changes will entail, and believed motorists would choose to use those instead of cutting through this site. He understood his concern, but did not feel it would be detrimental. Mr. Loftis asked if there was a concern with exacerbating flooding in the surrounding properties. Mr. Moorman explained with the requirements the City has and typically what they see is a lot less water leaving the site than what it is in the pre-development condition.

Mr. Loftis questioned if ODOT had been notified about the proposed cut-through. Mr. Moorman said ODOT had not been contacted on this particular project, but he had been in contact with Greene County and the Township. Mr. Loftis asked if they had any concerns. Mr. Moorman explained they want to review the detention calculations, and that the road be completely overlaid when they widen the street but did not want the road raised or anything like that. Mr. Loftis asked about the height of the buildings and the inconsistency with the height. Mr. Burkett explained how staff measures height on a pitched roof. Mr. Loftis questioned where the gate was going to be located. Mr. Arnold showed where it was going to be using the site plan. Mr. Loftis asked when they expected to start the project. Mr. Arnold said June/July period. Mr. Loftis stated they are looking to start around the same time they will be starting the road project.

Ms. Akers asked what kind of delivery trucks would be entering/exiting the site for the office/storage warehouse space. Mr. Arnold said if they would have deliveries, they would have to have forklifts to get the materials off the trucks. Ms. Akers questioned if there was enough room for a semi to have access to the rear of those buildings. Mr. Arnold said yes. Ms. Akers asked if there was going to be restrictions on the hours for these buildings and deliveries as well. Mr. Arnold stated they have not done that, but they could. Ms. Akers questioned the possibility of putting a gate at the northern entrance that would only be accessible if and only when the road floods. Mr. Arnold said they did not have a problem with it and that is something they are flexible with. Ms. Akers asked about if they had an estimated traffic count. Mr. Arnold explained these uses are not big traffic generators.

Ms. Akers asked what Mr. Burkett's thoughts were on the gate. Mr. Burkett said it is doable, but discussed a concern he had if it would be gated. Ms. Akers questioned if speed bumps could be installed to prevent people from driving through. Mr. Burkett said if there are trucks making deliveries, there is going to be a lot of noise generated with speedbumps. Ms. Akers asked what the maintenance requirements were for the private

road. Mr. Burkett explained it would be the property owner's responsibility to maintain it, and there is a condition that will require them to construct the whole road in the first phase. He said if that was a concern and the Commission wanted to they could add a condition that the road must be maintained in good order per the requirements of the City Engineer.

Mr. Hight stated when Factory Road floods, traffic will back up almost all the way to Stauffer Drive so he believed people are going to love that private road. Mr. Burkett discussed the realignment of the road, and how he believed traffic would flow better. Mr. Hight believed the issues regarding flooding had been discussed. Mr. Arnold said their property sits lower than any of the residential properties around them. Mr. Hight asked about the wildlife and the Heritage Farm Land. Mr. Arnold explained they are not interested in donating this piece of land at this point. Mr. Hight asked about the uses in Phase 3 and 4 and what is being proposed. Mr. Arnold stated it will be a similar product to the office/warehouse product, but will not be storage units. Mr. Hight questioned if the storage units would be lighted, heated and cooled. Mr. Arnold said yes. Mr. Hight asked about the comment regarding the Russ Research Center. Mr. Arnold said that was a totally different product.

Mr. Self discussed the layout of self-storage facility, and asked if they will be run north to south. Mr. Arnold said they would be run north to south with the broad sides of the buildings facing east and west. Mr. Self asked if there would be restrictions so a person could not use a unit as a shop. Mr. Arnold said yes, they are for storage only. Mr. Self stated it has been his experience when vacant property develops, it usually improves the drainage for surrounding properties and it cannot make it worse. Mr. Self referred to the 100-foot setback on the south side to the closest residential property, and asked if they would want to consider constructing a berm to put trees on or instead of a two-foot wall with a decorative fence on top that maybe it should be a solid wall on the south side. Mr. Burkett stated he was not sure about the berm and how it would affect the stormwater runoff, and said he was not opposed to a solid fence but he would defer that to the applicant.

Mr. Self discussed what he has seen at several store and lock facilities was, instead of pole mounted lights, they are mounted under the eaves of the building, and stated that would be less light spread than pole lights. Mr. Burkett said he anticipated they would use wall pack lighting between the buildings and not poles. Mr. Self asked if they would be bridges or culverts in the road. Mr. Burkett explained the plans say they are bridges. Mr. Self explained this property has been rezoned commercial for 13 years, and he believed before that, it was designated on the Land Use Plan as commercial before 2006. Mr. Burkett said yes. Mr. Self asked for the applicant's opinion about the solid wall along sound side instead of fence and the building mounted lights in the storage in lock area. Mr. Arnold stated the lighting that will be generated from there will not be more than what is generated from a residential setting. He explained the concern with the wall is the openness so it can be seen through and was not very keen on a solid fence.

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Mr. Shrider MOVED to approve PUD 06-5 SSP #3 with 34 conditions. Motion DIED due to lack of second.

Ms. Akers MOVED to approve PUD 06-5 SSP #3 with 34 conditions modifying Condition #9. Motion DIED due to lack of second.

Mr. Shrider MOVED to approved PUD 06-5 SSP #3 with 34 conditions:

1. The approved site and landscape plans shall be the plans dated "Received February 27, 2019" except as modified herein.
2. The approved elevations shall be the architectural drawings dated "Received February 27, 2019" except as modified herein.
3. A PUD Agreement must be signed by the owner and a bond or letter of credit must be submitted prior to issuance of a zoning permit for any portion of the project for the purpose, but not for the sole purpose, of insuring the installation of landscaping. Said bond or letter of credit must meet the requirements of the Planning and Zoning Department.
4. Perpetual maintenance of landscaping shall be provided and any dead or diseased materials shall be removed and replaced with similar types, species and sizes as originally planted, within three months, weather permitting.
5. The final landscape plans shall include landscaping around the base of each of the ground signs. The final design of the landscaping shall be reviewed and approved by the Planning Department prior to the approval of the Landscape Plan.
6. The final Landscape plan shall include shade trees along both sides of Business Campus Drive, and shrubs in front of the handicap parking spaces for the mini-storage office building.
7. The light fixtures and poles to be used within this development, along with a final photometric plan showing foot-candles to the property lines shall be reviewed and approved by the Planning Department prior to the issuance of a zoning permit for the building. All pole mounted light fixtures shall be located in terminal, interior or perimeter landscape islands. The maximum mounting height for pole mounted fixtures shall be 16 feet in Phase 1 and 24 feet in Phase 2.
8. A Final Subdivision shall be approved by the Planning Commission and all necessary bonds and fees shall be paid prior to the release of a zoning permit for the any building within the PUD.

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9. Business Campus Drive shall be constructed from Factory Road to Alpha-Bellbrook Road, in its entirety as part of Phase 1 and 2 and shall be bonded as part of the Final Subdivision.
10. Debris and trash shall be routinely collected by the owner from the parking lot and grounds of all areas of the project including storm drainage facilities. The City reserves the right to require more frequent collection as deemed necessary.
11. The building exterior shall not be painted or altered in any way that varies from the approved elevations unless otherwise approved by the Planning Department or, if required, by the City Council and/or Planning Commission.
12. The final color of all main, service, loading dock, overhead doors and garage doors shall be approved by the Planning Department prior to the release of a zoning permit.
13. All trash collection containers shall be enclosed within a building or screened from view through the use of a permanent dumpster enclosure designed to match the building by using the same materials as those found on the building. The final design shall be reviewed and approved by the Planning Department prior to the issuance of a zoning permit.
14. All ground mounted mechanical equipment shall be screened from view per the review and approval of the Planning Department.
15. All concerns of the City Engineer, Fire Department, Sanitary Engineer, Planning Department and the Beavercreek Police Department shall be addressed prior to the issuance of a permit for any building in this project.
16. All stormwater calculations and detention/retention plans shall be approved by the Engineering Department prior to the release of a zoning permit.
17. Aeration and water circulation devices and/or fountains are required for the retention pond(s) and shall be maintained by the owner, developer, or the condo association in perpetuity.
18. All areas disturbed as part of the construction that are not part of the Phases I and II shall be restored, seeded and maintained and shall be free of noxious weeds and construction debris, within three months of the completion of construction, or sooner, as required by the Planning and Development Department.
19. Downspouts shall be internally mounted and shall not be visible on the exterior of the structure or on any structure within this development except as specifically approved by the Planning Commission and/or Planning Department.

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20. Material and color samples shall be submitted to the Planning Department for review and approved prior to the issuance of a zoning permit, to ensure that the brick and split face block are carried to all four elevations of every building. The final color of the brick used on the building shall be approved by the Planning Department prior to the issuance of a zoning permit for the building.
21. The final design of all guardrails to be installed in the PUD shall be submitted to the Planning Department for review and approved prior to the issuance of a zoning permit.
22. Construction hours for this PUD shall be limited to 7:00 AM to 7:00 PM, Monday thru Saturday.
23. Should any grading for the access points along Alpha-Bellbrook Road or Factory Road be on private property not owned by the applicant, the applicant shall be required to provide proof of permission to perform grading by the appropriate landowner to the Planning Department prior to the issuance of a zoning permit.
24. Four interior parking lot islands shall be added as shown on **Exhibit 1**. Each island shall include a shade tree and ground cover, to be included on the final landscape plan prior to the approval of the landscape plan.
25. Prior to the occupancy of any of the mini-storage buildings, the applicant shall submit and receive approval of a Certificate of Use Compliance. Prior to the occupancy of either of the Office/Warehouse Buildings, the applicant shall submit and receive approval of a Certificate of Use Compliance for each of the buildings.
26. Prior to the issuance of a Certificate of Use Compliance for the mini-storage units, the applicant shall submit a security plan for the mini-storage units. The security plan shall detail the type of the required access restriction being used (i.e. security cards, fobs or PIN numbers) and the location of all security cameras located within Phase I. The mini-store and lock units within Phase I of this development shall be properly secured to the satisfaction of the Police Department at the specific site plan stage and prior to the issuance of a zoning permit and shall provide video surveillance and keypad or card reader secured entrances.
27. All buildings shall incorporate four-sided architecture and shall have no apparent rear.
28. The final design of the rear and side elevations of the mini-storage office building shall be reviewed and approved by the Planning Department prior to the release of a permit. The design shall incorporate the brick walls, with split-face block base, the same as with the other buildings in the development.

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29. The two handicap parking spaces to the south of the self-storage warehouse office building shall be moved outside of the 100-foot building and parking setback along Factory Road.
30. The brick used to construct the ground signs shall be the same brick used to construct the buildings.
31. Prior to the release of a zoning permit, there shall be a traffic study performed, and provided to the City Engineer for approval, to ensure that approved roadway improvements accommodate the impact this project will have on traffic patterns.
32. The ground sign located at Alpha-Bellbrook Road shall incorporate the same column and cap design as shown on the ground sign to be located at Factory Road, as shown in **Exhibit 2**. The final design shall be reviewed and approved by the Planning Department prior to the issuance of a sign permit for either sign.
33. There shall be no outdoor storage, display, rental or sales at any time of automobiles, recreational vehicles, material, equipment, machinery or merchandise at any time unless approved by the Planning Commission.
34. All floodplain requirements and permits must be completed and approved by FEMA and the Beavercreek Planning and Development Department prior to the release of a zoning permit for any building. A HEC study shall be conducted and provided to the City Engineer prior to the release of a zoning permit.

Motion was seconded by Mr. Hight. Motion PASSED by a roll call vote of 4-1. (Loftis)

PUD 18-4 SSP #1, Indian Ripple Road

Clerk Gillaugh read the notice of public hearing on an application filed by YOLO Development, 3500 Pentagon Blvd., Ste. 500, Beavercreek, OH 45431. The application requests approval of a specific site plan to allow for the development of a 9,800 square foot retail building on 1.25 acres of land. The property is located on the northeast corner of Harbert Drive and Indian Ripple Road. The property is further described as Book 3, Page 19, Parcel 95 on the Greene County Property Tax Atlas.

John Koplichack, YOLO Development/Mills Development, stated they completed the rezoning and purchased the land at the beginning of the year. He explained they have half of the 9,800 sq. ft. already filled. Mr. Koplichack explained the building would be a medical office/retail building at the corner of Indian Ripple Road and Harbert Drive.

Mr. Burkett summarized the staff report dated February 28, 2019, which stated the applicant is requesting approval to construct a 9,800 square foot retail building. He discussed the location of the property, what currently exists on the property, the site plan, the access point and the traffic circulation pattern, the parking requirements, the

BEAVERCREEK PLANNING COMMISSION, 3/6/19

proposed color rendering and materials, the landscaping plan, and the proposed signage. Staff recommended approval of the case with 22 conditions.

There being no public input, the public input was closed.

Mr. Loftis stated this was a very well laid out site plan, was beautifully landscaped, and was very impressed with the proposed site.

Mr. Self suggested adding a condition regarding a cross access easement to the property to the east. Mr. Koplichack said there is a significant grade difference, and wasn't sure from an engineering perspective it could even be done. Mr. Burkett thought a condition could be added with language that would allow the Engineering Department to determine if it could feasibly be done.

Mr. Shrider MOVED to approve PUD 18-4 SSP #1 with 22 conditions:

1. The approved site plan shall be the plans dated "Received February 07, 2019" except as modified herein.
2. The approved architectural elevations shall be the plans dated "Received March 1, 2019" except as modified herein.
3. A PUD Agreement must be signed by the owner and a bond or letter of credit for the site landscaping must be submitted prior to issuance of a zoning permit for any portion of the project for the purpose, but not for the sole purpose, of insuring the installation of landscaping. Said bond or letter of credit must meet the requirements of the City's landscaping and screening regulations.
4. The final landscape plan shall be reviewed and approved by the Planning Department prior to the release of a zoning permit for the building.
5. Perpetual maintenance of landscaping shall be provided and any dead or diseased materials shall be removed and replaced with similar types, species and sizes as originally installed, within three months weather permitting.
6. Any portion of the site disturbed by grading or by the removal of former structures and/or pervious surfaces and on which no construction occurs within three months after completion of the site grading, shall be planted with appropriate ground cover and properly maintained. Such areas shall be shown as part of the final landscape plan.
7. Debris and trash shall be routinely collected by the owner from the parking lot and grounds of all areas of the project including the storm drainage facilities. The City reserves the right to require more frequent collection as necessary.

8. All building mechanical equipment is to be screened from all directions with architectural features (roof forms or parapet walls) on each building. Metal screening will not be accepted. Pad mounted equipment must be screened with landscaping and/or masonry walls and shall not be visible to the public.
9. Gutters and downspouts shall not be visible on any elevation of the building. They shall be internally mounted.
10. Design elements consistent with the front and side elevations shall be continued to the rear of the building and final plans for all elevations shall be reviewed and approved by the Planning Department prior to the release of a zoning permit.
11. Prior to the issuance of a zoning permit, final cut sheet details and photometric plans for lighting of the site shall be reviewed and approved by the Planning Department. Maximum mounting height for any parking fixture shall be 20 feet, and no pole shall be located in the paved area of the parking field. All light fixtures and related illumination of the site must meet the conditions outlined in the Zoning Code.
12. All man-doors, service doors and loading dock doors shall be painted to match the color of the building as to blend in with the proposed façade.
13. Any split-face block, EIFS, or concrete masonry unit block will be of integral color and not a material that is painted on the outside only.
14. The existing ground sign shall be removed prior to the issuance of any tenant permits.
15. The ground sign shall be a maximum of 8 feet tall and have a maximum 56 square feet per sign face. The final design and location shall be subject to review and approval by the Planning Department prior to release of a permit for the sign.
16. The ground sign shall be set in a minimum one-foot masonry base that shall be constructed of the same material as used to construct the principal structure. The framing shall be gray or silver, instead of brown, and all panels will have the same background color.
17. Wall signage shall comply with the Zoning Code for B-3 districts. The applicant shall be allowed to have one additional wall sign, on the eastern elevation, the final location and size to be reviewed and approved by the Planning Department prior to the issuance of a sign permit.
18. All wall signs shall be individually mounted channel letters or panels. No raceways shall be permitted.

19. No temporary signs shall be permitted within this development.
20. All trash collection containers shall be screened from view and enclosed within a permanent dumpster enclosure or stored completely within the building. Any dumpster enclosure shall be constructed of the same materials as the primary building and have a closable, lockable gate. The final design of the dumpster enclosure shall be reviewed and approved by the Planning and Zoning Department prior to the issuance of any zoning permits.
21. Sidewalk along Harbert drive shall be shown on the permitting plans and shall be installed per the specifications of the Engineering Department.
22. A sidewalk connection and crosswalk shall be required from the building to future Indian Ripple Road sidewalk.

Motion was seconded by Ms. Akers. Motion PASSED by a roll call vote of 5-0.

PUD 18-2 SSP #1, Holiday Inn Express

Clerk Gillaugh read the notice of public hearing on an application filed by Miami Valley Hospitality LLC, 2919 Ambrosia Lane W, Xenia, OH 45385. The application requests approval of a specific site plan to allow for the development of a 4-story, 87 guest room Holiday Inn Express on 2.402 acres of land. The property is located on the west side of Esquire Drive approximately 250 feet north of the intersection of Lakeview Drive and Esquire Drive further described as Book 4, Page 5, Parcel 104 on the Greene County Property Tax Atlas.

Mitch Cosler, Cosler Engineering, stated the stormwater runoff was previously accounted for in downstream ponds, however in the last few years there have been changes in EPA regulations. He explained they would have to provide stormwater quality control so there is a stormwater quality control pond proposed on the site. Mr. Cosler said they worked with the Fire Department and City staff, and they moved the two access points to have better service to the fire hydrants.

Mr. Burkett summarized the staff report dated March 1, 2019, which stated the applicant is requesting approval for the construction a 4-story, 87-room hotel on 2.402 acres. He discussed the location of the property, the surrounding properties' zoning districts, the site plan, the setback requirements, the color elevations and the building materials, the proposed landscaping plan, the lighting plan, the proposed signage, the lighting plan, and several conditions listed in the resolution. Staff recommended approval of the case with 23 conditions.

In written input, we received an email from Charles Dean, Jr., requesting an earthen raised barrier be installed along the southern property line.

There being no further public input, the public input was closed.

Mr. Hight asked about the earthen mound and what the applicant thought. Mr. Cosler explained there is an issue with the topography of the lot, and said if they would install one it would be a maintenance problem.

Mr. Loftis asked if the bump-outs in the parking lot was for vehicles backing out of the spaces. Mr. Burkett said yes. Mr. Loftis questioned if this hotel had a conference area. Mr. Burkett said he was not aware of one. Mr. Loftis referred to the condition regarding sidewalks, and thought it may need to specify it is only for the portion along their frontage.

Mr. Self asked if they met the pervious surface requirement. Mr. Burkett said it has to be 25% and they have 39%. Mr. Self asked if the pipe goes into the lake at Mallard Landing. Mr. Cosler said there are a couple different ponds in the area, and the pipe does feed into Mallard Landing. Mr. Self asked if this was the lot they reviewed and approved plans for Cambria Suites. Mr. Burkett said yes that was correct.

Mr. Lofits MOVED to approve PUD 18-2 SSP #1 with 23 conditions, modifying Condition #20:

1. The approved site plans for this development shall be the plans stamped "Received February 27, 2019", except as modified herein.
2. The approved architectural plans for this development shall be the plans stamped "Received February 27, 2019", except as modified herein.
3. A detailed landscape plan shall be reviewed and approved by the Planning and Development Department prior to the execution of the required PUD Agreement and the release of any zoning permit for this project. Additional landscaping along the southern property line shall be included, as depicted in Exhibit A.
4. Perpetual maintenance of landscaping shall be provided and any dead or diseased materials shall be removed and replaced with similar types, species and sizes as originally planted, within three months, weather permitting.
5. Any portion of the site disturbed by grading, and on which no construction occurs within three months after completion of the site grading, shall be planted with appropriate ground cover free of noxious weeds and construction debris and shall be properly maintained.

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6. A PUD agreement must be signed by the owner and a bond or letter of credit for the required site landscaping must be submitted prior to the release of a zoning permit for any portion of the project for the purpose, but not for the sole purpose, of insuring the installation of landscaping. Said bond or letter of credit must meet the requirements of the City's landscaping and screening regulations.
7. All trash collection containers shall be screened from view and enclosed within a permanent dumpster enclosure or stored completely within the building. Any future dumpster enclosure shall be constructed of materials consistent with the principle building. The final design of the enclosure shall be reviewed and approved by the Planning and Development Department prior to the issuance of any zoning permits.
8. Ground signage shall adhere to the regulations set forth in the Zoning Code for B-3 districts. The final design and location shall be subject to review and approval by the Planning and Development Department prior to a release of a permit for the sign. If constructed, the ground sign shall be set in a base that shall be constructed of materials compatible with the materials that are used to construct the new principal structure, to be reviewed and approved by the Planning and Development Department.
9. Wall signs, shall be permitted on the east and north architectural elevations, as shown on the architectural elevations (broken into a 36 square-foot logo sign, and a 60 square-foot "Holiday Inn Express & Suite" sign). No wall signs shall be permitted on the west elevation of the building. In no case, shall wall signs shall be permitted to project above the roofline of the building.
10. Wall signs shall be individually mounted channel letters. The use of raceways or painting of letters on the wall shall be prohibited.
11. Prior to the issuance of a zoning permit, final cut sheet details and photometric plans for lighting of the site shall be reviewed and approved by the Planning Department. Maximum mounting height for any parking fixture shall be 16 feet (including any concrete base), and no pole shall be located in the paved area of the parking field. All light fixtures and related illumination of the site must meet the conditions outlined in the Zoning Code. Lights in the parking lot shall be reduced to no greater than 25 percent illumination level within one hour of closing.
12. The building exterior shall not be painted or altered in any way that varies from the approved elevations unless otherwise approved by the Planning and Development Department or, if required, by the City Council and/or Planning Commission.

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13. No portion of the building may be occupied for the first time or reoccupied later until and unless an application of a Certificate of Use Compliance has been submitted to the City by the property owner or by the prospective occupant. No such occupancy may occur until the application of Certificate of Use Compliance has been approved and issued by the City.
14. All concerns of the City Engineer, Fire Department, Sanitary Engineer and the Planning and Development Department shall be addressed prior to the issuance of a permit for the project.
15. All building mechanical equipment is to be screened from all directions with architectural features (roof forms or parapet walls). Metal screening will not be accepted. Pad mounted equipment must be screened with landscaping and/or masonry walls and shall not be visible to the public.
16. Debris and trash shall be routinely collected by the owner from the parking lot and grounds of all areas of the project. The City reserves the right to require more frequent collection as necessary.
17. Impact fees must be paid for this project. The required impact fee will be reviewed and approved by the City Engineer and the impact fee must be paid prior to the release of the zoning permit.
18. Downspouts shall be internally mounted and shall not be visible on the exterior of the building.
19. Exterior construction hours shall be limited to 7:00 AM to 7:00 PM, Monday thru Saturday.
20. The sidewalk along the frontage of this property shall be repaired.
21. Prior to the grading of the site, the applicant shall install a plastic orange fence parallel to the western property 20 feet from the western property line to designate area to be undisturbed by construction to ensure the protection of existing trees and groundcover. Immediately upon completion of the project, the plastic fence shall be removed.
22. The EIFS designated EIFS-RR and EIFS-DB shall be textured in a standard size brick (3-5/8" x 8") pattern.
23. The storage area shown on the site plan shall be completely contained within the dumpster enclosure, not visible from ordinary public view.

Motion was seconded by Mr. Hight. Motion PASSED by a roll call vote of 5-0.

PC 19-3, Thoroughfare Plan Update

Clerk Gillaugh read the notice of public hearing for the purpose of reviewing an update to the City of Beavercreek Thoroughfare Plan.

Mr. Burkett stated the last approval for the Thoroughfare Plan was in 2012, and he explained periodically staff likes to go back and revisit the plan to see what changes have been made and how the plan needs to be amended. He explained the purpose of a Thoroughfare Plan, the process timeline, and said staff would like to get it approved by City Council by summer. Mr. Burkett discussed the proposed changes, and where staff sees the City in 2040. Staff recommended approval of the case.

In public input, Henry Wulbeck, 3424 Dayton-Xenia Road, requested an update on Rock Drive Development. Mr. Moorman said they have submitted the plans for the storm water detention facility and the sanitary sewer. He stated they are still working on the roads and the access. Mr. Wulbeck asked if there was a submittal showing the Lantz Road connection, and said he had read an article about it. Mr. Moorman stated the Thoroughfare Plan does call for Lantz Road to be continued and the connection to be made to Dayton-Xenia Road. Mr. Wulbeck referred to a set of meeting minutes from April 4th. Mr. Self said once the Lehman property was built out the Lantz Road connection will be made, but it would not be something that would be done in the first phase. Mr. Wulbeck showed a map of the properties that surround the future Lantz Road extension, and explained he would ask for buffering. Mr. Self explained they have not seen a specific site plan yet, and that would be the time that the Commissioners would look at that. Mr. Wulbeck discussed another property that fronts on Dayton-Xenia Road that has been for sale for a long time, and assumed if it would ever development they would have to have their own access on Dayton-Xenia Road and they would have to provide adequate buffering and screening too.

There being no further public input, the public hearing was closed.

Ms. Akers MOVED to approve PC 19-3. Motion was seconded by Mr. Shrider. Motion PASSED by a roll call vote of 5-0.

ADJOURNMENT

Mr. Loftis MOVED adjournment at 9:35 p.m., seconded by Mr. Shrider. Motion PASSED by majority voice vote.

Melissa Gillaugh
Deputy Clerk



March 1, 2019

Bob Stone, Mayor
Joanna Garcia, Vice Mayor
Charles Curran
Melissa Litteral
Ryan Rushing
Zach Upton
Julie Vann

Dear Beavercreek City Council,

We are writing to you today to share our significant concern regarding the proposed car wash that is being presented to planning commission on March 6th at 1243 N. Fairfield Rd. and the devastating impact this will have on our 2nd Flying Ace Express Car Wash located on Seajay Dr.

In late 2016, as we were preparing to open our first Flying Ace Express Car Wash Beavercreek location, we began to explore the former Friendly's site at 3281 Dayton-Xenia Rd. We had this property in contract and had engaged Van Atta Engineering to produce a preliminary site plan. We worked diligently to get the sale resolved and invested over \$7,500 in preliminary planning, plus countless hours of our team. After spending the time and money to pursue this site, the planning staff believed our proposed project was not a good location for our use due to traffic/access. We opted to look for an alternative location in this trade area as we collaborated with the city of Beavercreek to grow our brand, partnering with the city.

In our effort to serve this targeted demographic area and still be in the vicinity of this Dayton-Xenia / N. Fairfield intersection, we targeted the 1243 North Fairfield Rd. property and began our due diligence. We began to lay out our Flying Ace Express Car Wash site in early 2018, and engaged our civil engineer to begin engineering, evaluate preliminary grading and to finalize our building location with parking and drives on this site. We began negotiations with the seller in early April, 2018 with an LOI and then executed a purchase contract on May 4th with a 90 day inspection period to finalize our plans.

While we were pursuing this location, our communications with the Beavercreek Planning Department included discussions regarding the challenges of the site, it's adjacency to residential use, and traffic-related issues. Confident that this was the site we wanted to locate on, we pursued and received proposals from our profession vendors and subcontractors. Knowing this site would be a challenge. We continued to pursue it investing our time and over \$10,000 in legal and engineering expenses as we moved forward with our plans to open our second location on this site.



13375 National Rd., Suite D Etna, Ohio 43068

www.expresswashconcepts.com

614.751.9274

RECEIVED

MAR 04 2019

CITY OF BEAVERCREEK
PLANNING DEPARTMENT

As a back-up plan, we began to discuss with Burger King if they might have an interest in selling. During our investigation of the abandon Burger King site, we made an inquiry with the city as to the traffic counts comparing the south side of S.R. 35 to the north, knowing the north had a higher car counts. We proceeded to work on with both sites once we found out we could purchase the Burger King location. After discussing these options with the City's Planning Department, who then discussed our multiple site options internally with city leadership, we received feedback that the city would prefer us to locate on the Burger King site. The rationale given was it would be a more appropriate site for our use and be a catalyst to spur improvement on the Seajay Dr. corridor. Following these recommendations, we finalized negotiations with Burger King and entered into a purchase agreement on July 5th.

We terminated our purchase contract with the seller on N. Fairfield and began to work on the Seajay property as the city staff advised. We appeared before the Planning Commission on August 6th and city council on August 27th discussing how our project would be an economic stimulus to the Seajay Drive corridor and we were in fact thanked by city officials for locating our business there.

We invested tens of thousands of dollars and many months exploring and pursuing what we believed to be preferred locations in Beavercreek and have now invested over \$2.5 million on our Seajay project. This investment is in addition to the previous millions of dollars of investment in our Flying Ace Express Car Wash on Indian Ripple, as well as the adjacent Starbucks.

We take great pride in our businesses and our partnership with Beavercreek. This is further exemplified through our community relations efforts, including the donation of thousands of dollars and in-kind donations to local organizations and area schools.

We place significant value in our working relationship and partnership with the City of Beavercreek, and we are certain the development of the proposed Car Wash on the N. Fairfield site we formerly had in contract, and were advised against locating on, will be extremely detrimental to our multimillion-dollar investment in the city of Beavercreek. We respectfully ask the City to consider our partnership and our cooperation to sacrifice our desired location and to relocate to the Seajay site as advised by staff.

We appreciate your review on this matter and I invite you to contact me personally with any questions.

Sincerely,



John Roush
Chief Executive Officer
Express Wash Concepts



Mobile: 614.206.2778

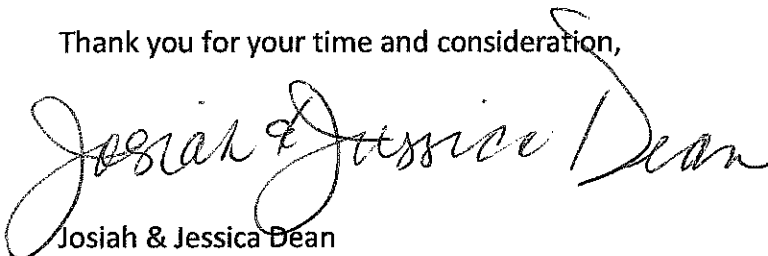
Hello!

Thank you for taking the time to read this letter. We are Josiah and Jessica Dean together we own the Beavercreek Auto Bath at 1465 North Fairfield Road. We are residents of Beavercreek and have made a considerable investment into the community in the way of our business that we purchased 3 years ago. We keep a clean, well maintained facility that has been a staple of the community for the last 30 years and we are extremely grateful to have such a wonderful location.

Recently there was an approval for Flying Ace Car wash to build on the site of the old burger king at 35 and north Fairfield road. They are currently in the process of building that. Since this is still in the building process, we have no idea how bad this will affect us or how it will affect the community. There is already ANOTHER application submitted to rezone a piece of property on North Fairfield road beside Frisch's for ANOTHER car wash called Zip's. This car wash is a chain, they are located in about 10 states and is a corporate out of town business, as well as flying ace. We are asking that this not be approved based on the impact to our business and the other existing washes as well. This will put 4 car washes in a 3 mile stretch of road with Mike's car wash already being on north Fairfield also. The wash would also add to the congestion of the traffic flow. Its already almost impossible to turn left from any of the businesses on north Fairfield and the light right beside the location would create a line of cars in front of the facility making it impossible to enter or exit. The car wash industry standard is you don't build in a 5-mile radius of another car wash if you want to be successful. The industry recognizes you should be able to pull in 1% of the cars that pass by your location, by allowing 4 car washes in this small of a stretch of road this will reduce to ¼% per car wash on average. This is a negative for the community due to the fact that not all 4 of us will survive. There will be an empty single use building becoming a blighted lot on north Fairfield road. We are a small business ownen and operated by us, we cannot compete with a corporate chain company, we have to make our bills to raise our growing family. We have 2 children and one on the way to feed and take care of. Someone will go out of business and a large chain can afford to not make money and wait out the competition. We are not a nameless faceless corporation. We are real people, a real family that lives in this community.

We are asking for you to deny this change in zoning and not allow this car wash to come to this community. It is excessive and damaging to an already established business that has ties to the community. This is not good business practice and this road will no support that many car washes, we have seen this take place in the Columbus area and inevitably the small local business goes out. Everyone talks about supporting small business this is a great time to put that support into action.

Thank you for your time and consideration,

A handwritten signature in black ink that reads "Josiah & Jessica Dean". The signature is written in a cursive, flowing style. The "J" and "D" are large and prominent, with the names "Josiah" and "Jessica" written in between them.

Josiah & Jessica Dean
Beavercreek Auto Bath

Untitled map

Untitled layer

- Beavercreek Auto Bath
- Zoning change request for ZIPS
- Flying Ace Car Wash
- Mikes Car Wash

Untitled layer



From: Bill Keller billcentral@sbcglobal.net
Subject: Re: Beaver Creek Zoning Change
Date: Mar 4, 2019 at 11:04:34 AM
To: Jessica Dean jj.dean@icloud.com

REZONING BOARD OF BEAVERCREEK,

Please keep in mind as you build up Beaver Creek that multiple businesses of the same core commodity does not help to grow a community! It does not bring variety to the community. We do not want all Pizza, Banks, Insurance Flooring stores on every block. By knocking off other same businesses because of price wars our community does not grow but becomes empty buildings & struggling economy. Please keep in mind that Businesses who have roots & families in the Community put their money back into it through Schools, Fuel, Food, Restaurants etc.

I am a lifelong citizen of Beaver Creek and LOVE when a new exclusive business comes into town. But also LOVE to frequent the existing Small & Family Businesses here also. I DO feel 3 or even 4 car washes in a 4 mile area is over excessive.

Thank you for your time.

Bill Keller
Central Carpet & Interiors
937-426-9311

The Mall at Fairfield Commons

Beaver Creek Golf Club

Creekside Reserve

Beaver Creek

Map data ©2019 Google

March 6, 2019

Zoning Board Members-

Thank you for allowing me the opportunity to raise opposition to the current matter before you today. I have learned of the current Zoning request for a conditional use and ASRA for the property located at 1243 North Fairfield Road. I kindly ask that you consider my position as well as the other community members and deny the zoning request.

I am a member of the Beavercreek Chamber of Commerce and currently operate a dental practice at the location of 3223 Beaver Vu Drive. I am in the process of expanding my business at the location. I am also a resident for 16 plus years of Beavercreek Township.

Under the Zoning code to approve the conditional use, you must make 3 certain findings. Even if this use can be conditionally permitted, the second and third findings can not be in favor of the request before you. First, this use will have a substantial or material detrimental effect on surrounding properties or a conflict with those properties. I urge you to find that this request for a conditional use by Zip's will have a substantial and material detrimental effect on surrounding properties. The location requested is fundamentally detrimental to similar businesses as there are 4 other current (one in process of being built) operational car washes located on the same street, North Fairfield Road. I have taken the opportunity to drive between the two farthest away (BP Gas Station and the new Flying Ace). The drive between these two is 7 minutes with stop lights, traffic and at the posted speed limit. Moreover, if this were granted you would have 3 in from the proximity of Dayton Xenia Road to 35. It is incredible that we would think that another car wash would be needed. It is even more incredible that we would believe that the allowance of yet another car wash would not have a detrimental effect on the 4 other current car washes on the same street, in the same town. I do not have to give you detailed business statistics and research to convince you that the allowance of yet another unneeded carwash will have a grave effect on the current ones. Especially the ones who are owned by current local community citizens. These people can not bear the burdens and carry the debt that the large corporate structures can. We as citizens of Beavercreek do not want to see our locally owned good businesses be terminated and defeated by unnecessary businesses. We welcome and encourage new business to our community but ones that are needed or beneficial. This request meets neither of those needs. I ask for this reason alone your finding result in a denial of the conditional use.

Additionally, I respectfully submit that you additionally can not make the required third finding in accordance with the zoning code in regards of traffic. This proposed location is already in an area of high traffic flow and volume. This area of Fairfield road and the nearest stop light of Beaver Vu Drive already experiences high traffic volumes at most any point in time during the day. There is no ability due to the close proximity of Beaver Vu Drive stop light to install another stop light. Ingress and egress to this proposed business would be challenging. The allowance of this car wash would be detrimental to the traffic volume. Looking at the website for Zip's you can note that they advertise a 3 minute car wash. This tells you and warns you of the high level of traffic that would be entering and leaving and in a constant 3 minute flow of traffic. In any given day they could expect 200 plus cars an hour, or in an 8 hour business day 1,600 cars. This does not include additional cars in wait, cars vaccuming or being on the premises for other reasons (employees, vendors, etc.). Can Fairfield Road handle this in an already congested street? Can this intersection of Beaver Vu Drive (where my business is located) bear this burden? I also challenge that the burden of a business of this type in this location would result in

further burdens on the city in regards to maintenance, police and engineering. Should this burden be born by the City and its citizens? I offer that it can not and should not.

I again thank you for your time and allowance for me to provide my opinions and concerns for this proposal. I respectfully request that you deny the request and not allow the conditional use for this Applicant in our community.

A handwritten signature in black ink, featuring a large, stylized 'S' and 'D' followed by a horizontal line and a small flourish.

Steve D. Shufflebarger

Susan Marticello
270 Rebel Court
Beavercreek, Ohio 45434

Melissa Gillaugh
Planning Secretary
Planning and Development Office
City of Beavercreek
1368 Research Park Drive
Beavercreek, Ohio 45432

March 5, 2019

Regarding: Case Number: PUD 06-5 SSP #3

Dear Ms. Gillaugh,

As the owner of 270 Rebel Court in Beavercreek, I, Susan Marticello, am strongly opposed to the plans to have a proposed Beavercreek Business Park by EDB International Inc. After personally reviewing the plans at the Beavercreek Planning and Development Office, I am very worried about the impact of having this business adjacent to my neighborhood. My concerns include: light intrusion, the potential rise in crime, flooding and the increase in traffic. I also have fears of what the environmental impact will do to this piece of land.

- **Light Intrusion:** I really enjoy I seeing the stars from my deck in the night sky. This will more than likely disappear with light pollution from the business park. The lights that are 16 feet and 25 feet tall will destroy the tranquility of our backyards, and reduce the area's general property value.
- **Security Concerns:** Having floodlights will be necessary to assure that the business park has good security. I am concerned about the potential storage units adjacent to our neighborhood because of the crime associated with them: there are articles about people running meth labs in a storage unit, storing human remains, stolen property and even explosives. And those who miss the turn to go into the business park, will ended up in our neighborhoods "to turn around."
- **Flooding:** I'm not sure why or how they are able to build on this piece of property seeing that it is on this flood plain. I think the paperwork says something about 100-year flood zone, but in reality, the part of Factory Road, which is touching the property floods constantly (at twice a month most months.) It is so bad that road has to close all the time. I'm pretty

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sure the property floods too. It seems like a bad investment to build on the flood plain.

- **Environmental Impact:** I hate the environmental impact this will cause. A number of animals have their homes there. My family so enjoys seeing the deer hanging out in the clearing. This development will dramatically change the look and feel of the drive to our neighborhood. Beaver Creek needs more green spaces, not less.
- **Traffic:** I'm concerned about the increased traffic on both Alpha-Bellbrook Road and Factory Road. There is already a lot of traffic on these roads now with typical morning and evening commutes. This development would have people going the opposite direction with people coming to this area to go to work. I'm sure that this will create a number of traffic issues. May cost Beaver Creek more money if it is necessary to create a turn lane into the business park.
- **The bottom line:** there is really no need to have a Business Park built like this one here because there are plenty of empty storage units within a mile of this location and there is a lot of empty office space waiting to be leased throughout Beaver Creek. My neighborhood would be negatively impacted with a decrease of property values being located next to an ugly business park. It is clear that the only people this will benefit are the Arnold family.

All that being said, I strongly believe that building this complex will not be for the betterment of Beaver Creek and/or its residents. I'm not opposed to a development in Beaver Creek if it is necessary and make the city a better place to work and live. Clearly this is not a case here. For the sake of the residents who live on East Tara Trail, Paydon Randoff Drive, and Rebel Court, please vote against having this business park built on the property adjacent to our neighborhood. If whatever reason you feel you need to approve this, I really hope you seriously consider putting in a contingency that there will need to be a large piece of land that serves as a buffer between this proposed business park and our neighborhood.

Thanks for your consideration,
Susan Marticello

Melissa Gillaugh

From: Randy Burkett
Sent: Friday, February 22, 2019 11:47 AM
To: Melissa Gillaugh
Cc: mcosler@sbcglobal.net
Subject: Re: Holiday Inn Express - Beaver creek

Melissa,

Can you submit this to Planning Commission as written input? Thanks

Mitch,

What do we need to do to make this mound happen? I realize that 31' isn't wide enough for a 5' mound, but would like to see what we can do. Thanks

Randy

On Feb 22, 2019 11:03 AM, cdean2000@aol.com wrote:

Mr Burkett,

I am requesting you forward my concern for consideration to members of the public hearing scheduled for March 6th concerning the proposed site plan and application for approval of the Holiday Inn Express Accessing Esquire Drive and adjoining the north property line owned by Beaver creek Professional Suites, a professional condominium complex. The proposed southern lot edge will be directly adjacent to the building I own in this Professional condominium complex. I am requesting that there be an earthen raised barrier of approximately 5 feet height running the entire southern length of the proposed site plans. This would be landscaped with the appropriate shrubs, trees and mulched as described on the landscape plans provided at this time.

I feel that this would provide a visual barrier as well as some noise reduction to patients parking at my dental facility, Beaver creek Dental Group, LLC.

Thank you for your consideration ,

Charles H Dean, Jr, DDS

-----Original Message-----

From: Randy Burkett <burkett@beaver creekohio.gov>
To: cdean2000@aol.com <cdean2000@aol.com>
Sent: Fri, Feb 22, 2019 9:53 am
Subject: Holiday Inn Express - Beaver creek

I have attached a copy of the proposed site plan, with markups, however this will change somewhat...we are moving the entrance on Esquire further to the north, and the secondary easement further to the west. I can send you an updated copy when we get it. I have also included the preliminary architectural elevations, which we have required some modifications. Again, when I get those back I can send you a copy. Just email me next thur or Friday to remind me to send them to you.

Again, if you want to give input, email is a perfectly acceptable form of input, which the Clerk will give a copy to the commissioners/council members, as well as summarize audibly at the meeting.

Thanks

Randall F. Burkett
City Planner
Department of Planning & Development
City of Beavercreek
1368 Research Park Dr.
Beavercreek OH 45432
937.427.5512
www.beavercreekohio.gov

-----Original Message-----

From: copier@beavercreekohio.gov <copier@beavercreekohio.gov>
Sent: Friday, February 22, 2019 10:04 AM
To: Randy Burkett <burkett@beavercreekohio.gov>
Subject: Message from "RNP002673B7DEB3"

This E-mail was sent from "RNP002673B7DEB3" (MP C4503).

Scan Date: 02.22.2019 10:03:48 (-0500)
Queries to: copier@beavercreekohio.gov